DeLoreanWorld

Published Quarterly by the DeLorean Owners Association Volume 17, Number 2; Spring 2000

DMC
DLORAN
COLORADO

DYNO TESTING
PART 2

**A STORY
OF SUCCESS**

CALIFORNIA
TO EUROPE
WITHOUT A PLANE

Road to Rio!

DeLorean Expo 2000 / November 9–12 at the Rio in Las Vegas

DeLoreanWorld

DeLorean World, Volume 17, Number 2; Spring 2000

ON THE COVER
This photo was taken by Loran Smith from Colorado Springs of his DeLorean with Pike's Peak in the background. See Loran's story in this issue.

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PRESIDENT'S MESSAGE

By Linda Porter

I have been driving my DeLorean daily. It feels good. I recently loaned my "other" car to my son for about six weeks. His old car had died. He'd ordered a new car, but would have to wait for it to be delivered.

In the past 10 years he's owned an assortment of used cars and this would be his first *new* car. Some of his cars have been interesting to say the least. There was the requisite (used) BMW that all college boys think they have to have. That car was followed by a Pontiac convertible. (He's a So Cal boy, you know.) My personal favorite came next; a 1970 Lincoln Continental. Considering its age, it held up remarkably well. He replaced the Lincoln with a 1966 Plymouth Barracuda. The 'Cuda finally lost its muscle and he decided to spring for a new car.

So what did this young man buy? Would you believe a Volvo? He's not even a married family man! I didn't try to talk him into a DeLorean. If there is one thing I've learned over the years, it is that one doesn't "talk" their kids into anything. Besides, I think he thinks he is going to inherit one!

So back to the beginning … I was left with only one car, my DeLorean. Since buying a second car 10 years ago, I have rarely driven the DeLorean more than once a week, sometimes less than that. I can only report that I have discovered the joy of being a daily DeLorean driver again.

There were some drawbacks, namely no room to carry that large, awkward bargain you're apt to find when you least expect it. Unless it was an item of urgent necessity, I found I could do without it. Limited space can *save* you money!

The pluses were increased space in my garage and that feeling I get when I drive my DeLorean. I hadn't quite forgotten that feeling, but had stopped thinking about it. Driving it daily brought it all back. You all know that feeling. The reasons behind it are probably a bit different for each of us. Driving the DeLorean makes me feel special and I'd bet it does the same for you. Now that warmer weather is here for most of us, I hope you will rediscover the joy of driving your DeLorean on a daily basis.

My other car is home again and my garage is crowded. I've been thinking about selling that "other" car.

In this issue of *DeLorean World*, we get a chance to meet fellow DeLorean owner Loran Smith and hear his interesting tale about his road to DeLorean ownership.

DeLoreans show up all over the map in St. Patrick's Day Parades! There's nothing like a parade to get one excited about cleaning and polishing a car, especially if it's been in hibernation all winter. Mimi Breer takes us along on her wedding anniversary trip. Just like those European vacations that promise 9 countries in 7 days … you know … "if it's Saturday, it must be Italy," Mimi and Hank manage to enjoy a whirlwind tour in their DeLorean, instead of a tour bus.

On the technical side, you will find the second installment of Robert C. Brandys' *Dyno Testing DeLorean Engine Upgrades*. Under the "Events" category, there are reports of November's Expo 2000 in Las Vegas, and Robert Lamrock from Belfast, Northern Ireland tells us of his plans for Eurofest 2001. Both of these meetings promise excitement. I suggest you mark your calendars now.

Can a college paper that was written for a history class make fascinating reading? The answer is a resounding "Yes!" Evan Endicott has accomplished that feat with his contribution, *The DeLorean Motor Company: A Story of Success*. Read it and I think you'll see what I mean.

Enjoy this issue of *DeLorean World*, and most of all … enjoy driving your DeLorean!

CALENDAR OF FUTURE **CAR EVENTS**

Do you know of any events that are not sponsored by the DeLorean Owners Association but may be of interest to DeLorean owners? To inform our readers about shows, meets or places of interest to DeLorean owners, we present this events calendar. Please submit the following information for each event:

Location *(state, city/town, place)*
Date *(three or more months ahead of time you receive each issue)*
Name, address and telephone number *(for further information)*

Hold the notice size to 30-40 words
Send to: Hank Breer, 1946 N. Harding Ave., Altadena, CA 91001

JUNE

4

Clinton, NJ — **Red Mill British Car Day** Open to ALL British cars. Held on the banks of the beautiful south branch of the Raritan River. British style pub food, pre-show road rally, participants choice show. $12.00 per car $5.00 walk-in. Benefits the Historical Museum. Sponsored by the M.G. Drivers Club. Richard Miller: home, work & fax (908) 713-6251 e-mail marfmil@hotmail.com

4

Rochester, NY — **Sports Cars and Vintage Auto Festival** Open to ALL cars. One of the largest auto shows in the Eastern U.S. On the grounds of the Finger Lakes Racetrack in Farmington N.Y., just east of Rochester. Sponsored by The M.G. Car Club of Western N.Y. & Victor Lions Club. Phil Parisi home & fax (716) 225-5939 e-mail pparismg@aol.com

4

Holland, OH — **Lake Erie British Car Club Show** Open to ALL British cars, Participants Choice Show. entry fee $12 Ed McCarroll (419) 865-9790

15-18

Cleveland, OH — **DeLorean Car Show "Year 2000"** Concours, tech. seminars, vendors, car rally, raffles, entertainment, prizes, Lake Erie cruise, banquets. Info Ken (513) 398-2445 e-mail kkoncelik@aol.com

17-18

Beverly Hills, CA — **3rd Annual Concours on Rodeo.** "100 years of the Automobile on the Street of Dreams" will feature one vehicle from every year 1901 through 2000, vehicles owned by some of the world's most famous designers and entertainers, as well as concept and dream cars. 10 A.M. - 6 P.M. Rodeo Drive between Wilshire and Santa Monica Blvds. will be carpeted and closed to traffic. FREE and open to the public. (310) 360-7800

25

Sussex, WI — **British Car Field Day** Participants Choice Show $10 before June 13th, 2nd car/cycle $8, $15 after Open to ALL British cars. Held in the rolling fields of Sussex Village Park. Refreshments available or bring a picnic. Dash plaques to registered cars (300 limit). Door prizes hourly. Event supports Children's Hospital of WI. Field opens 10 A.M. , Show Noon - 3 P.M. (rain or shine). Dan Donahue (414) 321-5466, Dick Brown (414) 784-3615

25

Irwindale, CA — **18th Annual Literature Faire & Exchange** Swap meet for literature, memorabilia and small collectible items. No vehicles or parts for sale. New this year, a special display area for collectible cars. FREE 7 A.M. - 4 P.M. FREE PARKING. Irwindale Speedway. Toll free hotline (888) 954-2500 directions: www.irwindalespeedway.com 714 229-9100 818 707-7421

JULY

4

Sierra Madre, CA — **4th of July Hometown Parade** Join with other DeLoreans in this well-attended parade, over 1 mile long through downtown and residential small-town America smack dab in huge Los Angeles County. Contact Mimi Breer (626) 798-6279, FAX (626) 798-9764 e-mail hbreer@ix.netcom.com

9

Kent, WA — **Discontinued and Orphan Car Show** This is an open event, you may come and go as you please. The likes of Desoto's, Tuckers, Kaiser's, Hudson's, etc. will be on display. This is sponsored by the Corvair Club of WA. Arnie Brandon (425) 746-6132 e-mail arnie@pndc.org

14-16

South Rustico, Prince Edward Island — **British Car Day 2000** Open to ALL British cars. Concours, Participant's Choice, Rallye/Touring and Autojumble. Car show on the 15th, activities for vehicle registrants during weekend. Vendor market. $10 entry fee Bob Bentley (902) 964-3294 FAX (902) 964-2377 rtbentle@isn.net

15-16

London IN to Cincinnati, OH — **"London to Brighton Run"** for BRITISH CARS. a fun and long driving event (150+ mile one way rally) with no timed stages. It starts near Indianapolis in London and ends this year near Cincinnati. An outstanding BRITISH car & motorcycle show and awards banquet included in registration fee. Special rates arranged at beginning and end hotels. Additional details: Tom Beaver or Don Haynam (317) 887-3867, FAX (317) 849-2001 e-mail mgdr@quiknet.net

16

Ventura, CA — **10th Annual All British Car Show** Participant's Choice Show Featured marque Rover Group products. Gates open at 9 A.M. Sponsor: Central Coast British Car Club Karl Atkins karl.atkins@prodigy.net

21-23

Bellevue, WA — **Western Washington All British Field Meet** Rallye/Touring, Autojumble. Meet is in its 12th year, this year's featured marque is Morgan. Last year there were over 550 entrants and 6000 spectators. Cocktail Party for entrants on Friday, show on Sat. and events being planned for Sun. Check website for more info. www.abfm.com Arnie Taub (425) 644-7874, FAX (425) 747-0205 e-mail ataub@worldnet.att.net

23

Rep. Of Ireland; Trim, Co. Meath **Annual "Trim Vintage & Veteran Car Show"** Wide range of classic cars on show info: Shane Christie (0405) 46276

30

Torrance, CA — **Peyton Cramer Automotive Car Show** Mustang and Ford Show w/ a non-Ford class. Last year 4 DeLoreans entered. Trophies, raffles and drawings Contact Brian/Dorothy gatesbus@aol.com (310) 377-9614

AUGUST

5

Dayton OH — **British Car Day 2000** Participant's Choice Show, Autojumble. Dash plaques to all entrants. $10 entry fee. Advance registration includes FREE BCD 2000 T-shirt. Show is held rain or shine in Eastwood Metro Park on Harshman Rd. from 9-4. Spectators are FREE. Special Awards are presented by the British Museum of Transportation. Skip Peterson (937) 293-2819 mgbskip@aol.com

12-13

Santa Rosa, CA — **Concours d' Elegance** Weekend begins with "Wine and Wheels" an evening of wine tasting, dinner, automobiles and music. The only wine country Concours sanctioned by the SCCA (707) 284-2930 www.santarosaconcours.com

20

Pebble Beach, CA — **50th Anniversary Concours d' Elegance** The Lodge at Pebble Beach Resorts on the 18th Fairway (831) 659-0663, FAX (831) 659-1882

27

Rothsville, PA — **Taste of Britain** Car Show and Polo Match. Open to ALL British cars. Non-judged British Car Show with authentic polo match in the heart of beautiful Lancaster County. Food and British items available at the show. Gates open at noon, polo at 2:30. $8 before date of show - $10 at the gate. Jim Harbold (717) 292-0579 jeharbold@blazenet.net

SEPTEMBER

10

Sterling Heights, MI — **18th Annual Battle of the Brits** Held in beautiful Freedom Hill Park. Open to ALL British cars. Concours, Participant's Choice and Autojumble. Concours will include 32 classes with 1st, 2nd & 3rd place awards. Participant's choice has 13 categories and other special awards. Early registration advised due to increasing popularity for this event. All registrants receive dash plaque and T-shirt with your $15 (before 9/1) or $20 (after) fee. Sue Snyder 810 979-4875 snydley@home.com

16

Whitter, CA — **LA Sheriff 's Annual Car Show** Join with other DeLoreans in this fun event. FREE BBQ, T-shirt and Craft fair. Contact Mimi Breer (626) 798-6279 FAX (626) 798-9764 hbreer@ix.netcom.com

NOVEMBER

9-12

Las Vegas, NV — **ROAD to RIO Delorean EXPO** DeLorean Owners Assoc. annual convention. Held again at the beautiful Rio Hotel and Casino. Rallye/Touring, Technical Seminars, Shows, Product Sale and Banquets. www.delorean-owners.org John Truscott 805 964-5296

SAVE THE DATE!

MAY 24-27, 2001

Belfast, Northern Ireland — **DeLorean Eurofest 2001** The European DeLorean Event sponsored by the DeLorean Owners Association. E-mail Robert Lamrock at roblamrock@aol.com

Letters to the Editor

We welcome your letters about DeLorean-related issues, so join in. We may need to edit what you send us for clarity, content and brevity, however.

Send your letters to David Knudson, P.O. Box 423, Tujunga, CA 91043-0423.

Dear Dave:

I just received my winter 2000 issue of the DeLorean World. As I read the letters to the editor, I was at first aghast, then I became angry. Who in the hell do these arrogant neophytes, pseudo experts, and antagonists think they are?

My hat is off to you Dave, you are much more of a gentleman than I would have been. Your method of assuaging these people was done in a tactful, diplomatic, and euphemistic manner.

This letter is to assure you that 99.9% of the members out there applaud you and your coterie for your devoted efforts in promoting the DeLorean Owners Association and the Delorean World. If it were not for people like you and other dedicated members in the LA. area, there simply would not be a DeLorean organization.

Perhaps, in a future issue, you can publish a census of demographic density by state of the DeLorean membership. Then possibly, our readers can understand why there is such a preponderance of articles by California authors. I doubt this, of course. However, as you indicated, criticism has it's positive side. It causes us to reflect and respond as you so eloquently did in your "Editor's Opinion".

I am sure that those members out there that are trying to vilify you are simply envious because of that enormous paycheck that you receive as editor of the DeLorean World (sick).

Art Shipley
Yerington, NV 89447

P.S. In the future, I would suggest that you examine the publishers use of photos. It is obvious that the publisher reversed the photo on the cover. It indicates that there might be a RHD (what ever that means) out there and we all know, there 'ain't no such thing'. Dave, you are truly appreciated and keep up the great work!

Dear Mr. David Knudson:

I am writing this letter not long after reading the letter to the Editor section of the latest Winter of 2000 edition. I would like to say that those letters addressing you and the magazine are highly unfair.

Let me introduce myself. My name is David Graham, and I have been a member of the DOA for about three years now. Do I own a DeLorean? No, I don't. But I feel that as a DeLorean enthusiast of only 17, I have an obligation to help support the magazine anyway I can. Obviously, I do this through the DOA. This is where this letter comes in.

I can't imagine a better feeling than coming home after a long day of school, and finding a new DeLorean World in the mail. Do I find DeLorean World trite? No, I find it is exquisite, simply an exquisite magazine for an exquisite car. I think that DeLorean World is an excellent magazine and I think that the DOA as a whole is an excellent association, especially coming from a non-profit foundation.

Many people who contribute to this association do so as a second occupation that they receive little or nothing back from. We owe them our thanks, not our negative criticism. Unfortunately, I live up in Ontario, Canada and therefore can't enjoy the advantages of owning a DeLorean, like many of those people living in the USA.

Congratulations on an excellent magazine, I couldn't imagine a better value for $100 each year.

David Graham,
Ontario, Canada

Thank you both for the kind words.

Dear Mr. Knudson:
(Via e-mail)

I enjoy DW and look forward to each issue. I submitted an article last year which you published, and I hope to submit another one later this year. I can see where people who haven't been in the Association for many years find the magazine to be uninformative about technical advice, and I understand that most of these topics have been addressed in back issues. However, I do not agree with your point that the DeLorean Mailing List is a detriment to the marque. I agree with you that some of the solutions offered by some are not the best, but some have helped me fix some of the problems I've had, and they were not Mickey Mouse solutions either.

My point is this, the Association needs to do more to promote the marque than simply fussing about others and putting on Expos. The DOA and DML should work together to promote the marque.

I wrote Linda Porter over a year ago with some ideas I had to promote the marque. She wrote me back and thanked me for the ideas and that, I believe, was as far as they ever went. Let me run them past you. I think that TV is the best way to promote our marque. I have had numerous people come up to me at car shows and tell me how much they learned about John DeLorean based on the "E! True Hollywood Story" that ran about a year ago. People who aren't in the Association or on the internet still watch TV, and that is the place I feel we can be most effective. My suggestion was to invite Dennis Gage, the host of "My Classic Car," to film an episode at an Expo. Why not ask Dennis Gage to visit with us and film a show in Vegas? I've written in and told his producers about the Expos, but I think the Association needs to tender a formal invitation and encourage the members to write Bradley David Productions asking them to come.

We could ask them to dedicate a Classic Designers and Engineers feature to Mr. DeLorean. We need to mount a campaign to get the History Channel show "Automobiles" to do an episode on the DMC-12. Granted, all of the coverage won't be positive, but the truth is, there are problems with the DMC story. Mistakes were made, but the History Channel show, "History's Greatest Blunders" placed most of these mistakes at the feet of the British government and made sure to point out that DeLorean has never been convicted of any crime related to the failed car company.

Why isn't this a viable method of promoting the marque? All it requires is for the Board to write letters and encourage the members of both the DOA and DML to write letters to these various shows to let them know we want to see the marque represented. Let's be honest, without "Back to the Future" and John DeLorean's trial we would be no better off than Bricklin is.

Brian Henson
Orangeburg, SC

I will call your attention to the fact that I stated, for better or for worse, the list served a small group of do-it-yourself DeLorean owners. Unfortunately, you may have missed my point that its major disservice is that it communicates the impression of a problem-prone automobile to those people around the world who are interested in purchasing or studying it. Of course, that is what affects its reputation and value, both perceived and real.

I ask you to re-read my editorial. I have not spoken against Jim Espey or the moderators. I know they are well intentioned and I know they enjoy chatting about DeLoreans. But the simple, undeniable fact is that it has damaged and continues to damage the reputation of the marque. It doesn't take a rocket scientist to determine this — just listen to people.

Now, your point about PR. For years our Publicity Directors discussed the marque in a positive light with the media. We got great publicity which was usually centered around an Expo. Magazines, newspapers, radio and TV came out to the Expos, they were impressed, and this gradually helped rebuild the reputation of the car. Last year, before the St. Louis event, I sent out news releases to 9 TV and radio stations and 11 newspapers. Then I called and followed up. Several said, they heard the car was a lemon. Where did that come from all of a sudden? Only one paper ran a little blurb on the Expo. It is clear, our efforts have been severely undermined.

Your suggestion to invite "My Classic Car" was not rejected. In fact, I personally called and spoke with the production company. They wanted an estimated $16,000 to cover expenses. When I sounded surprised, they said something like, "We can't do it for nothing". Simply getting our message on a TV program would be nice but not very realistic, at the moment. I know the list members don't want to admit it but they have sabotaged us even with the media. Don't think for a moment that the media doesn't do its homework on the internet, too.

Your suggestions are valid but you could do much more to, "lift our marque above the ordinary" if you would work to convince the moderators that their postings must be evaluated in broader terms. In other words, what are they communicating about our marque when read by someone interested in a DeLorean from Europe or the media or by someone writing a book or an essay?

Actually, when it comes to affecting the reputation of the car, the internet is much more powerful, worldwide, than a TV program because it reaches interested parties at the moment they want specific information. A TV show reaches a very broad base of people, most of them having little or no interest in DeLoreans.

Dear Editor:

I read with some interest the "An Embarrassing Story" by Hank Breer in Volume 16, Number 4 Fall, 1999 DeLorean World.

Recently, I've spoken with several DMC owners who have had the same problem of the "Trunk Release Cable" braking. Everyone had the same little piece of inner cable sticking out.

I had installed an "Emergency Trunk Release Cable" on my DMC when I purchased the car about four years ago. Yes, my cable failed while by wife was attempting to fill the gas tank. Fortunately, I was across the street and saw her waving violently. The "Emergency Cable" opened the Trunk and the tank was filled.

Oh! look at that, the same little

continued on next page...

Letters to the Editor, continued...

piece of wire sticking out of the cable sheath (outer cable) under the dash. I got to thinking about this problem and found that where the cable comes out of the sheath, it bends every time the Trunk is opened. I fabricated a "Fix". What I did was make up a "Swivel Fitting", using two 1/4" - 20 x 1/2" long bolts, a 1/4" - 20 Elastic Stop Nut and a 1/4" - 20 nut. I brazed the 1/4" - 20 nut to the head of one of the 1/4 - 20 x 1/2" bolts. Then I drilled a 1/16" hole through the brazed interface. I then fed a new inner cable through the 1/16" hole, and screwed the other 1/4" - 20 x 1/2" bolt onto the brazed-on nut so that it would tighten down onto the cable. Then I ran this assembly through the original fitting hole in the Trunk Lever, put on the 1/4" x 20 Elastic Stop Nut, tightened it up so that the hood lever was just loose. Adjust so that the swivel swings through an arc equal distance on each side of a vertical from the pivot hole. Walla! A "Swivel Fitting" resulting in very little cable bending. Try to find 1/4" - 20 x 1/2" bolts with no threads just under the head. This will allow the fitting to swivel on smooth metal rather than on threads.

This works for me, someone may have a better idea, if so, lets hear it.

Stephen J. Wagner
Rockaway, NJ 07866

Dear David,

I have been a member for some time but have not been able to make any of your expos beause they are usually in California. Have you any plans to have any back here so that we easterners can go, too?

Roy Pappas
Franklin, NH

You're in luck, we plan to have an event somewhere in the east next year. But, take a look at these past locations, only one event out of 22 in California. We have had 7 in Las Vegas because more people come to them.

No.	Location	Dates	Year
1	Las Vegas, NV	3/30 - 4/1	1984
2	Las Vegas, NV	4/26 - 4/28	1985
3	Las Vegas, NV	6/4 - 6/6	1986
4	Chicago, IL	7/25 - 7/27	1986
5	San Antonio, TX	10/31 - 11/2	1986
6	Orlando, FL	3/27 - 3/29	1987
7	Las Vegas, NV	6/5 - 6/7	1987
8	Niagara Falls, NY	9/18 - 9/20	1987
9	Washington D.C.	4/15 - 4/17	1988
10	Las Vegas, NV	6/10 - 6/12	1988
11	Osage Beach, MO	9/20 - 10/2	1988
12	Cape Cod, MA	10/12 - 10/15	1989
13	Las Vegas, NV	9/26 - 9/29	1991
14	Scottsdale, AZ	12/10 - 12/13	1992
15	Belfast, UK Euro Expo	9/9 - 9/12	1993
16	Williamsburg, VA	5/19 - 5/22	1994
17	Las Vegas, NV	9/28 - 10/1	1995
18	Nashville, TN	8/29 - 9/1	1996
19	Belfast, UK Eurofest	5/22 - 5/25	1997
20	Snowmass, CO	8/28 - 8/31	1997
21	Los Angeles, CA	9/3 - 9/6	1998
22	St. Louis, MO	10/7 - 10/10	1999

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MARK YOUR CALENDAR FOR EUROFEST 2001

By Robert Lamrock
Belfast, Northern Ireland

Next year sees the twentieth anniversary of our famous gull-winged beauty and what better place to celebrate this special landmark than a visit to its birthplace and EUROFEST 2001.

This pilgrimage to the original DeLorean factory in Dunmurry is only held every four years and judging by previous conventions held in 1993 and 1997, this one promises to be the best yet. Already, DeLorean owners and enthusiasts from around the world are planning to come to Belfast from Thursday 24th May thru Sunday 27th May 2001.

The event gets underway with an opening reception on Thursday evening in a local hotel right in the heart of downtown Belfast. There'll be a typically Irish welcome and a chance to renew old friendships and perhaps make some new ones. Every participant will receive an original DeLorean sales pamphlet free of charge and you'll have the opportunity to meet some of the factory workers who assembled the cars.

Friday, a convoy of DeLoreans heads off on a scenic rally along the North Down coast. Special permission has been granted to visit one of the greatest personal automobilia collections in Europe, and sample the view from Scrabo Tower. In the afternoon, it's the technical seminar chaired by Mike Loasby, former Director of Engineering at the factory, who will have an original Tellus carrier and some other unusual pieces never seen before. This is a follow-up presentation to his previous seminar entitled "The Car and The Factory" (available on video from the DeLorean Owner's Association).

Ever wanted to purchase some authentic memorabilia, used parts, sweaters, or toy models, then the product fair is the place to be. There'll certainly be something of interest for everyone.

After all that excitement — an evening on the town is planned. Whether it is a visit to the Grand Opera House or the Waterfront Concert hall, or maybe dropping into one of the many clubs, you won't be disappointed.

Saturday is always the biggest day of the convention with a guided tour of the former DeLorean factory in Dunmurry. Then it's all aboard a helicopter for a bird's eye view as the cars drive around the test track. If you've never been on the test track, then this could possibly be your very last chance – with expansion by the current tenants on the site, the track might well disappear in the near future.

The afternoon sees the judging of the concours competition and the public is invited to see the cars on display. The final event of the day is a sumptuous banquet and prize giving.

Sunday morning, a visit to the Ulster Folk and Transport museum is planned. Here the Giugiaro wooden mock-up DeLorean is on display along with one of the earliest road models. There'll be plenty of time to wander around many of the other unique folk and transport exhibits.

If you're into DeLoreans, then EUROFEST 2001 is a celebration not to be missed, and whilst you're in Ireland, you might as well sample some good old Irish hospitality and that I can assure you is guaranteed!

Contact: ROBLAMROCK@aol.com

Part 1

A STORY OF SUCCESS

This is a paper Mr. Endicott wrote for an Irish History class in 1999 during his freshman year at Hamilton college.

By Evan A. Endicott
Hanover, New Hampshire

The story of how an American businessman, John DeLorean, came to manufacture an automobile bearing his name in the beleaguered British province of Northern Ireland is one of economics, politics, and complicated social issues. In 1978, the British government was successful in its bid to attract DeLorean's fledgling car company to Belfast by providing generous incentives to the automaker in hopes of improving that city's terrible rate of unemployment, especially among members of the Catholic community. However, DeLorean's dream ended in nightmare with the permanent closing of his company's factory in late 1982, and his arrest for an alleged involvement in a drug-trafficking venture.

Upon the collapse of the company, accusations and finger-pointing came from all directions - in England and the United States, and to a lesser extent, from Northern Ireland. In analyzing the varied responses to the bankruptcy and subsequent liquidation of the United States-based DeLorean Motor Company (the Belfast-based production subsidiary was called DeLorean Motor Cars Limited, but for the purpose of clarity I will refer to both as a single entity: DMC), it becomes apparent that the perceptions of these events are markedly different in Northern Ireland than in England and the United States. Instead of concentrating on the company's demise, as were most foreigners, the majority of the Northern Irish focused on the company's (and the workers') successes. As my Irish History professor explained, notions of success and failure are very different in Northern Ireland—a province that has been afflicted by a tremendous number of economic, political, and social problems—than are such notions in the outside world.

In this paper, I examine the unique Northern Irish perspective on the DeLorean project, first by providing a detailed account of the project from beginning to end, and then by analyzing the responses to the company's shutdown that came from England, the United States and Northern Ireland. I have found that in general, the Northern Irish—and former DMC employees especially—regard the DeLorean project not as a failure, but rather as a success and a triumph.

John DeLorean was born in 1925 and grew up in Detroit, the son of an assembly-line worker at the Ford Motor Company. His living in the "Motor City" eventually led him towards a career in automotive engineering that saw him work for Packard, Pontiac, and Chevrolet. He was so successful in these endeavors that by 1972 he was among the most important executives at General Motors and was thought by many to be in line for that corporation's presidency. However, DeLorean's individuality and flamboyant nature resulted in his being very resistant to molding himself to fit the GM executive "cookie-cutter", and his relationship with the corporation grew increasingly strained. He left GM in 1973, though there is still debate as to whether he chose to leave or was asked to go. DeLorean then turned his attention to what would become known as "The Dream": the establishment of his own car company.

One of the most important aspects of DeLorean's getting his company up-and-running was that he raise the tremendous amount of money that would be necessary to design the car, build a factory, purchase the required manufacturing equipment, employ a large number of workers, set up dealerships to retail the car, provide transportation for completed cars from factory to dealerships, advertise, and cover the many other costs involved in such an ambitious project. Therefore, while he had intended to build an American car, financial realities resulted in his essentially conducting a worldwide search to find a government that would offer him the most-appealing financial incentives to build his factory in a particular location. Governments are often willing to use financial incentives to entice businesses to certain economically-depressed areas in the hopes that such public investment will substantially improve the economic situation by providing employment opportunities and by pumping large amounts of money into the local economy.

DeLorean was courted by governments of cities, states and countries who wanted the factory to be built in such places as Detroit, Alabama, Kansas, Pennsylvania, Texas, France, Portugal, Spain, Puerto Rico, and The Republic of Ireland. But the proposal that came from two British governmental organizations, the Northern Ireland Development Agency (NIDA) and the Department of Commerce, during the summer of 1978 that DeLorean build his factory in Belfast, Northern Ireland was too good to refuse. The British Prime Minister at that time, James Callaghan, and British MP for Northern Ireland, Roy Mason—both members of the Labour Party—were the principal backers of the DeLorean project. These men believed that the bleak economic conditions in Belfast made the DeLorean project worthwhile despite its large cost to the British taxpayers. The policy of British government subsidies for Northern Ireland's industries was certainly not new, as in fact such subsidization began in 1938.

While the dollar figures found in different publications vary—most likely due partly to the fluctuations in the value of the American dollar in relation to the British pound over the course of DMC's existence (1978-1982)—the dollar figures given in DeLorean: Stainless Steel Illusion, by John Lamm, are as follows: when the agreement was signed, the British government guaranteed DeLorean up to $36,363,600 of equity investment, $55,973,600 in grants and $20,634,000 in loans, for a total of $112,971,200 (Lamm, p. 55). Later DeLorean received two additional loans, of $28,980,000 and $35,190,000, respectively. The above figures total to an impressive $177,141,200. John DeLorean had some very satisfactory finances in place, and so the next task was construction of the factory.

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Dyno Testing

DeLorean Engine Upgrades

PART 2

By Robert C. Brandys, Hinsdale, Illinois
Photos by Bob Brandys and Timar Ardon

In Part I, we showed the individual test results for DeLoreans with 5 different engine and transmission combinations. As you may recall, the 5 different setups included - a stock 5 speed, a stock automatic, a single turbo 5 speed, a supercharged 5 speed and a V-8 automatic. However, these test results were only the first step in deciding which engine has the performance desired most by the driver. For example, a supercharged car will have good performance at low speeds, while a turbocharged car will perform better at higher speeds. So exactly how much improvement does either of these engine upgrades make in real world performance? In the past, this question would have been difficult to answer without extensive track testing. Today, however, computer models can give fairly accurate real world estimates of what specific engine changes can do for vehicle performance. In Part I, we tested various engines and displayed the individual horsepower and torque curves. As a first step for Part II, we will compare this information.

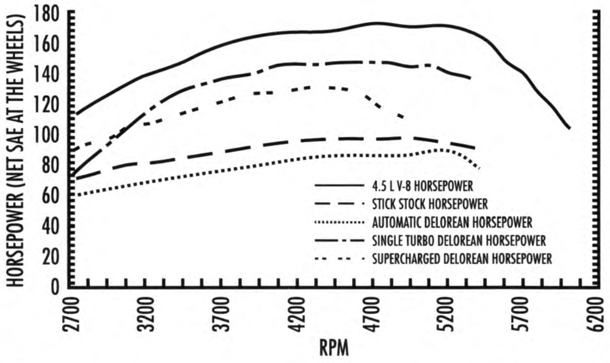
Generally, the dyno tests of the engines started at 2,600 rpm and were stopped at the rpm limit of the engine. The reason these tests started in this rpm range is because the testing is all done in a 1:1 engine input rpm to transmission rpm output ratio. For the 5 speed manual DeLorean, this is 4th gear. For the automatic transmission DeLorean this is 3rd gear. Likewise, this is the normal gear ratio the transmission is operating in at this rpm range during normal driving.

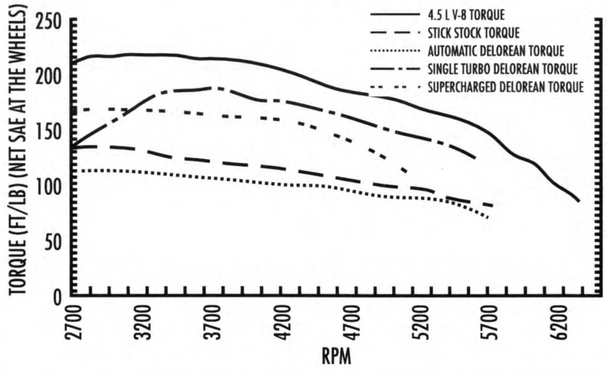
With this gear ratio, the following simple formula for converting engine torque to horsepower applies:

$$\text{HORSEPOWER} = \frac{\text{TORQUE x ENGINE RPM}}{5252}$$

In fact, when dyno testing a car, the dynamometer actually only measures torque output. It then calculates the horsepower using this formula.

As the old adage goes, "the "proof is in the pudding." The only accurate way to compare all of the DeLoreans tested on Dyno Day is by comparing them on the same graph. This is done in the two graphs shown below. The first graph below shows a comparison of the calculated horsepower. The second graph shows the measured torque.





The above comparison graphs show, not surprisingly, that the V-8 engine produces more power than the V-6 engines. In addition, the comparison graphs also show that the turbocharged and supercharged engines clearly produce more torque and horsepower than a stock DeLorean engine in the 2,700 to 5,000 rpm operating range. The turbocharged engine also appears to have some horsepower and torque advantage over the supercharged engine.

In 4th gear, this 2,700 to 5,000 rpm range translates approximately to 55 mph to 100 mph. Unfortunately, legal speeds above 55 mph are only found on highways. This speed range is also not the average speed that DeLoreans are driven every day. If you are looking for better highway performance and/or acceleration, either supercharging or turbocharging will significantly improve performance.

But what about every day stop and go driving? (This is the 1,000 to 3,000 rpm operating range and is also the rpm range of the"stop light" acceleration contests which do not violate the legal speed limits. This is the "put the pedal to the metal" - 5 mph to 45 mph acceleration feeling.)

Dyno testing does not typically involve such low speeds since it is targeted at measuring and increasing full throttle high speed performance. Therefore, in order to make performance comparisons at these lower speeds we had to use other analysis methods.

CAR TEST 2000 SOFTWARE PROGRAM

A very powerful software program that we used to help answer the performance questions is called Car Test 2000. This program has specific performance information on over 900 cars including a 1981 DeLorean. This program is quite complex and uses virtually all necessary performance criteria in its performance model. The data used by the program is divided into three sets of specifications - engine, drive train and chassis & body. The specifications for the stock 5 speed 1981 DeLorean are shown in the table below.

CAR TEST 2000 CAR PERFORMANCE MODELING PROGRAM INPUTS

ENGINE		DRIVETRAIN		CHASSIS & BODY	
Displacement	2.8 L	Type	Manual	Curb Weight	2690 lbs.
Location	Rear	Number of gears	5	Weight on front wheels	45%
Type[1]	Normal	Gear Ratio 1st	3.36	Wheelbase	94.8 in.
Peak Horsepower[2] @ 5,500 rpm	130	Gear Ratio 2nd	2.06	Tire Section Width	235 mm
		Gear Ratio 3rd	1.38	Wheel Diameter	15.0 in.
Peak Torque[3] @ 2,750 rpm	162	Gear Ratio 4th	1.067	Tire Profile	60%
		Gear Ratio 5th	0.82	Coefficient of Drag	0.34
Redline	6,500	Final Drive ratio	3.44	Overall Height	44.9 in.
Compression Ratio	8.8	Driving Wheels	Rear	Overall Width	76.3 in.
Launch[4] rpm	4,500			Ground Clearance	4.5 in.
Launch[5] method	Clutch slip				

[1] Type: Normally aspirated, turbocharged, supercharged.

[2] Net flywheel horsepower going into the transmission. For the 5 speed DeLoreans, this was 30 horsepower more than the rear wheel horsepower measured by the dynamometer. For the automatic cars, this was 40 horsepower more than the real wheel horsepower measured by the dynamometer.

[3] Net flywheel torque going into the transmission. For the 5 speed DeLoreans, this was 30 ft-lbs more than the rear wheel horsepower measured by the dynamometer. For the automatic cars this was 40 ft-lbs more than the real wheel horsepower measured by the dynamometer.

[4] Launch rpm. This is the rpm the engine is reved up to before the clutch is engaged on a stick shift car. This assures that when the car launches from the starting line that the best power is available to accelerate the car off the line. This rpm varies with the tire size, 1st gear ratio and strength of the transmission and clutch. This was limited to 3,500 rpm for the DeLorean. For an automatic car, the engine is revved up to a lesser rpm with the brakes on just before the launch. The brakes are then released and the car accelerates quicker than if the gas pedal was just pressed to the floor. Generally, this is in the range of 2,500 rpm so as to not damage the transmission.

[5] Launch method – see #4 above.

As one can see from this table, not only does this model take into account vehicle weight and horsepower, it takes into account gear ratios and air friction.

This model calculates the following information on the car:

TIME TO SPEED			TIME TO DISTANCE	Engine Torque Curve	Engine HP Curve
0-30 mph	0-60 mph	0-90 mph	0-100 ft	500- redline rpm	500- redline rpm
0-40 mph	0-70 mph	0-100 mph	0-500 ft		
0-50 mph	0-80 mph	top speed	0-1320 ft (1/4 mile)		

THE 1981 ROAD AND TRACK ARTICLE TEST DATA

Some DeLorean owners have a copy of the original Road and Track article that details their performance testing a DeLorean in 1981. The article presented an acceleration and speed curve for the car. The article stated that the 0-60 mph time was 10.5 seconds and the 1/4 mile time was 17.9 seconds. This data is slower than what the Car Test 2000 software program predicts. An attempt was made to identify why the Road and

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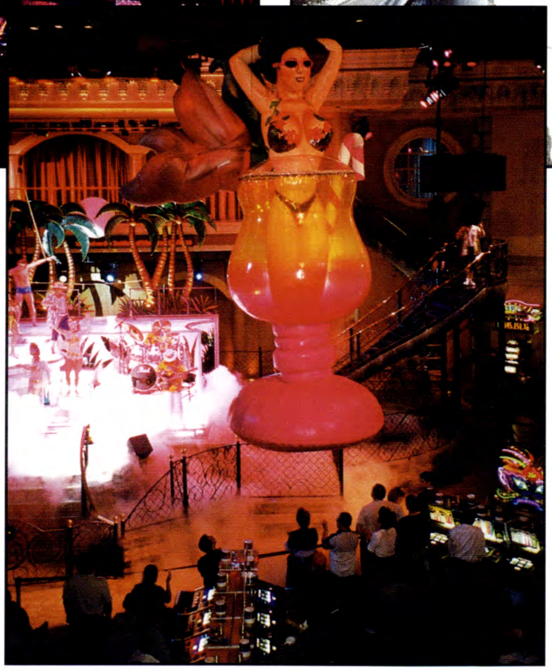
THE ROAD TO RIO

By Linda Porter



The theme for Expo 2000 is "The Road to Rio" because the DeLorean Owners Association has again chosen the Rio All-Suite Casino Resort in Las Vegas as their meeting venue. If you haven't already saved November 9 - 12, 2000, be sure to do so right away.

It has been 5 years since DeLorean enthusiasts have met in Las Vegas and the Rio. Expo attendees will see many changes in Las Vegas, and at the Rio. Almost everyone has heard of the new Las Vegas hotels that have opened to much fanfare these past few years. During the same period, the Rio has expanded and improved their facilities. It is still the world's only all-suite casino, now with 2,563 rooms! You will still find coffee makers, irons and ironing boards, safes, hair dryers and large color television sets in the suites. The wooden hangers still unhook from the closet rods, my personal favorite amenity. There are still refrigerators in the suites. That fabulous Carnival Buffet still packs 'em in.

You can't miss the changes. The distinctive red and blue exterior has a new addition.... the Masquerade Tower. Inside the tower, there are 1,037 suites, 20 shops, several restaurants, gaming, and the exciting "Masquerade Show in the Sky." This in-door entertainment is a first of its kind for Las Vegas. Fantasy floats glide above the casino floor, from tracks in the ceiling, high above. It is an elaborately staged show, combining music, costume, dance and a carnivale atmosphere. Spectators line the second floor balcony and gather on the casino floor to watch the colorful spectacle. For an added thrill, you can even buy a ticket that allows you to become part of the parade. They'll give you a costume and you can join the performers on the floats as they glide over the casino!

Other entertainment choices include the VooDoo Cafe & Lounge, on top of the Masquerade Tower. Go for the view, as well as for the show. David Cassidy and Sheena Easton will be appearing in "At The Copa" in the hotel's main showroom. This show is a combination of a Broadway musical production and headliner concert.

The Rio has expanded their convention facilities and added more parking structures. There are many more restaurants to choose from and each has a different specialty or theme. One unusual offering is The Wine Cellar Tasting Room, featuring the world's largest public collection of fine wines. For you wine connoisseurs, it is open for browsing, shopping and tasting.

While at the Rio, you can visit "Titanic: The Exhibition." Located on the second floor of the Masquerade Tower, this is the largest exhibition of objects recovered from the wreck site of the Titanic. Divers in five expeditions, have recovered nearly 5,000 artifacts from the site of the Titanic's sinking. This exhibit will feature hundreds of these items. Visitors can trace the building of this famous ship, as well as preparation for sailing, launching and final passenger farewells. There is a re-creation of the Grand Staircase, first and third class staterooms and an elegant first-class passageway. Admission to the exhibit includes a personal audio tour, allowing you to experience the show at your own pace.

All the excitement of the Rio Hotel is just a small part of the fun that awaits DeLorean owners in Las Vegas. Join us in November, when we take The Road To Rio!

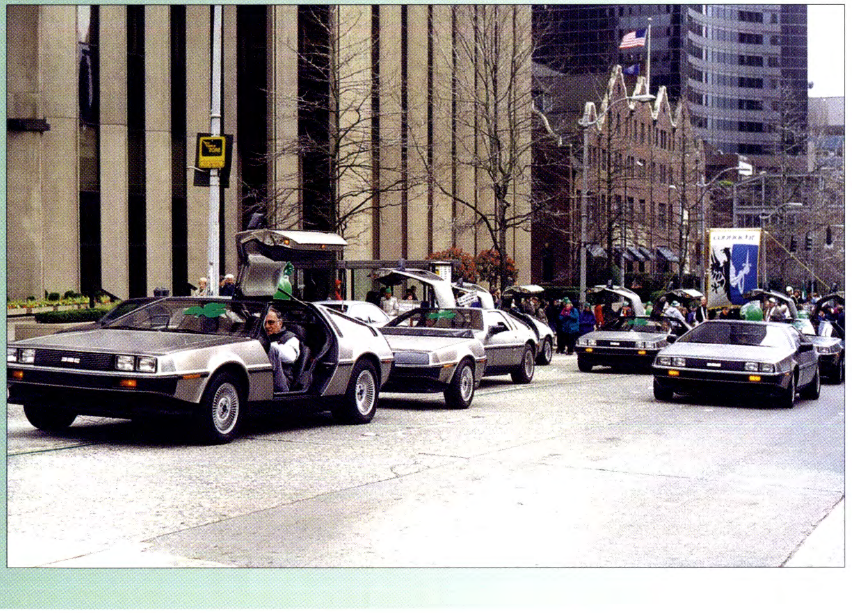
Bring Out the Irish in 'em

The Association has been encouraging DeLorean owners to get out and get into those cars since we were founded. If that meant you ended up at an Expo, a car show or a parade, so much the better because it keeps the marque in front of the public.

St. Patrick's Day festivals and parades have always been a natural for displaying our silver beauties. The California owners have been attending St. Pattie's Day events for almost two decades, now the tradition is spreading, so a top 'o the marnin to those who went green this year.

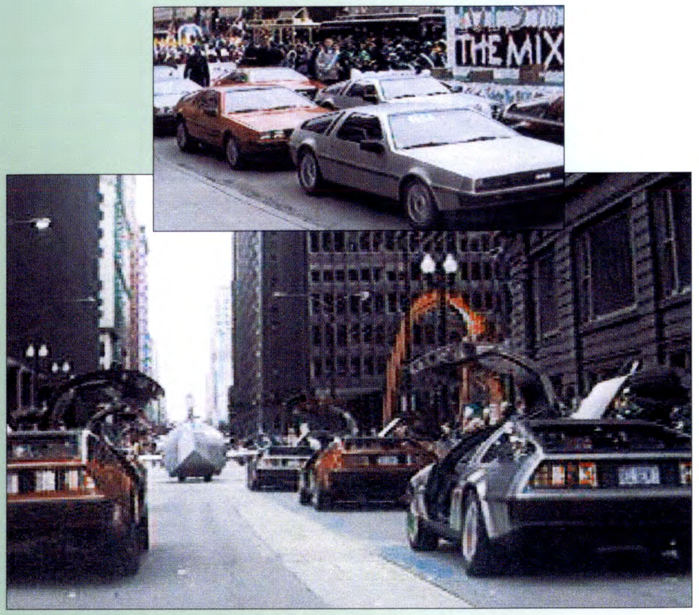
Seattle, Washington

Six cars from the Pacific Northwest DeLorean Club made their presence known very well at the parade through downtown Seattle. They reported that it was a rainy day but that the drops didn't dampen the spirits of the crowd. They traveled in "V" formation with President, Arnie Brandon in the lead. Cars two and three were Paul McGuigan and Paul Novack. Cars four, five and six were Vice President, Greg Linstad, Toby Petersen and Vice President, Gary Hull.



Chicago, Illinois

The DeLorean Midwest Connection (Northern Illinois and Southern Wisconsin) has participated in Chicago's parade for five years now and they have appeared on national television. This year, members who traveled the 3/4 mile parade route down Dearborn Street were: Don Gowler and his granddaughter; Guy and Linda Avellon; Brian and Jackie Pearce; Judy Kotwasinski; Gerry McWhorter and his daughter; Santiago Ortega and his daughter, and Jay and Denise Steinberg. The weather was partly cloudy and chilly, typical of Chicago's St. Pat's celebrations. The many politicians in the parade walked so slowly that it ran longer than the 2-hour TV time slot. This meant the members didn't end up on camera this year. After the parade, most of them went to O'Brien's restaurant for Gaelic entertainment, corned beef, cabbage, Irish soda bread, Irish (mutton) stew, Shepherd's pie, and a variety of Irish drinks and other comestibles. The restaurant was holding a charity auction of a 1981 DeLorean (automatic) to benefit the Mercy Home for Children. At press time, no bid results were available.

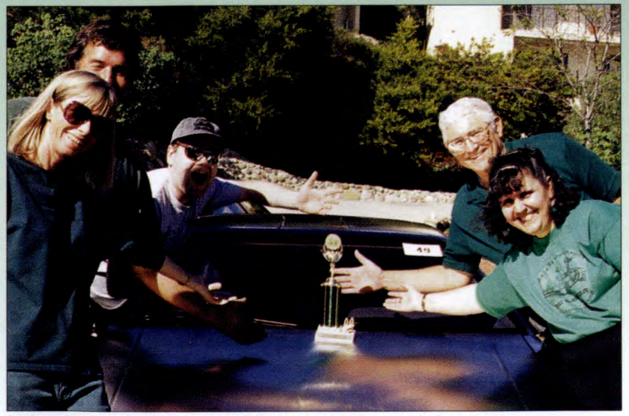


Ventura, California

The Southern California DeLorean Club had its pick of Patty Parades, but this time they chose the coastal community of Ventura for two reasons: they were fed handsomely at the Johnson's lovely Ventura home, and there was no other parade with a green pig in it.

Participants were: Dave, Julie and Trevor Johnson: Mike Hanley and his friend Doug; Felix and Philipe Salazar; Jim and Delores Hales; Ray and Marcie Haug: John and Joan Truscott; Hank and Mimi Breer.

The Macy's Thanksgiving Day parade features huge balloon figures. The Pasadena Rose Parade features flower covered floats. Christmas parades usually culminate with Santa Claus. So what does Ventura, California's St. Patrick's Day parade feature? A 15 foot tall inflatable GREEN PIG. "Why? ", you may ask. No one seems to know. But it is a tradition. This year, 6 DeLoreans joined a walking piece of pizza, marching bands, Irish bars, and the green pig on a parade through downtown. Great fun, followed by lunch at the Johnson's home overlooking the city, the harbor and the Pacific Ocean all the way to the Channel Islands.



left to right with trophy: Julie and Dave Johnson; Mike Hanley; Hank and Mimi Breer

Dallas, Texas

60,000 plus people in Dallas, along with network TV and newspapers were thrilled to see four fully decorated DeLoreans winding down the parade route, doors open, lights flashing and horns blowing. Family members of the DeLorean drivers carried a banner that stated, "Only car made in Ireland", which caught everyone's attention and got them front page newspaper coverage the next morning. They had children, dogs, and even a Leprechaun passing out treats along the way. The occupants of the cars waved to the cheering crowds and listened to comments like a youngster yelling, "Back to the future! Back to the future!" In fact, the only negative statement they heard was, "Out of what junk yard did you dig these up?!" But they waved, tooted their horns and drove past him. It was apparent he'd had one too many green beers.

They contacted over forty owners in North Texas to ask if they would be in the parade and if they would like to start a DeLorean Club. All said yes to the club, only twelve said maybe to the parade. Parade day, only four showed up. But that was enough. Participants were John Yersky; Bill Winegard: John and Donna Hervey; Chris and Karina Randazzo: Ivan Alspaw.

A small group of owners met after the parade, hashed ideas, goals, elected temporary officers and DeLorean Owners North Texas (D.O.N.T.) was born.

John Yersky, president of D.O.N.T.

Sacramento, California

Ken Montgomery of the Northern California DeLorean Club went all by himself to the parade in Sacramento. He reports he stole the show from the nearby British Car Club, much to their chagrin. Unfortunately, he found it a little difficult to be in the parade and get photos of himself (can't imagine why).

So we have no shots of him.

Hermosa Beach, California

"Hermosa" means beautiful in Spanish. And Hermosa Beach is aptly named. Their parade was the day after St. Patrick's Day. It began with a group of bagpipers and included a California Eclectic mix of entries from the typical marching bands and antique cars to a camel. The parade was interrupted briefly when paramedics who were in it had to break ranks and answer a call. But the three DeLoreans (owned by Don Sigler, Hank and Mimi Breer, Mike Hanley) and the rest of the parade continued on past a very enthusiastic crowd. The parade ended at the pier with a street fair. An unusual (and very welcome) part of this parade was that the city had reserved an area for the cars to park, right beside the street fair. When the owners returned after checking out the booths, they discovered that the city had also placed sawhorses with caution tape around the cars to keep down the fingerprints.

What more could you ask for? A green pig?

California
BAKNTIM
De Lorean

There is only one thing better than getting away for a weekend, and that's getting away for a weekend in your DeLorean.

If there is a great getaway that you particularly like, write an article about it for other members to enjoy. Today, people are so busy that many of them can only take a weekend off. This tends to mob the popular resorts on Friday, Saturdays and Sundays. Therefore, we would appreciate articles about unique, yet DeLorean-accessible destinations that many people may not know about. (Make sure you include photos of your DeLorean at points of interest.)

If we choose your article, we'll send you $100.00 to put towards your next getaway.

From california to europe In Under 5 Hours without a plane

by Mimi Breer, Altadena, California

the Bellagio

This past December marked our 31st wedding anniversary. Being a woman, I longed for romance on the high seas or maybe a trip to Europe. I wanted an anniversary to remember not just some candy, flowers and dinner (that I had to make the reservations for). My husband, Henry got out of a big celebration for our 30th because last year, he had pneumonia, but he knew he couldn't avoid it this year.

We were married on December 21st — always too close to Christmas to be away from hearth and home for more than a couple of days. It's the kids, you know. Even grown up, they usually come home for Christmas. This year, however, was an exception. Our son works in Las Vegas and had to work the 25th and our daughter wasn't coming home until the 24th, so we had a few days to sneak away. We went to Las Vegas for 3 days — one of which was Christmas with our son. The rest of the time was ours alone. We "did" Europe! We spent one night in each of the new European-themed hotel/casinos.

The first night, we were in Paris with the Arc de Triomphe entry and the Eiffel Tower soaring above. This Sept. '99 addition to the Las Vegas Strip is wonderful. You can ride an elevator up into the Eiffel Tower for a breathtaking view of the strip, wander down cobbled streets and eat at a sidewalk café (both indoors) and at Christmas, even see Pere Noel. Our room was lovely with a long hallway entry (since it was a corner room) and a picture window looking across the street at the dancing waters in front of the Bellagio Hotel. When we arrived, there was a note at the desk to go to the concierge's desk. Someone had sent us flowers! It was a lovely crystal vase with a red and green theme (just like our wedding flowers). There was an unsigned note that said simply, "For the First Ten Years". Hmmmm.

The next day, we moved across the street —to Italy and the Bellagio. Now this is a hotel! Marble is everywhere and art masterpieces are throughout (Monet, Manet, Van Gogh, Picasso and more). They even have an indoor garden with gazebo, and the outdoor pools and gardens will take your breath away. There is, however, an age restriction. If you're under 18 and don't have a room key or convention badge, you aren't allowed in any areas of the hotel at all. This is an adult paradise! Again, our room was huge but this one had a whirlpool tub with a view, but no closets. It had an enormous armoire, which also concealed the TV, a mini-fridge, ironing board and iron, 2 bath/pool robes and 2 sections for clothes. Our room, though an upgrade, didn't have the great view we had the night before. Instead, we overlooked the I-15 freeway and the Rio Hotel (where Expo 2000 will be). But, the worst thing was that I could see my son's apartment! I could even see it from the tub as I drank champagne and ate chocolates and languished in bubbles. Can't one ever escape their children?

New York, New York

This time, when we arrived at our room, the message light was flashing. We were to contact the concierge because they had a delivery for us. It was another bouquet - an assortment of spring blooms (yes I know it was December, but this is Las Vegas where all is possible) in a brilliant cobalt blue vase, my favorite color and flowers. The card said, "For the Second Ten Years." Again, it was unsigned.

This was the night we were to have Christmas Dinner with our son and his girlfriend at his apartment followed by presents around his tree. If you are curious why my 23 year old son is in Vegas, he works for the Mirage Hotel/Casino as, guess what, a chef! So, since he'd just finished four 12 hour shifts, there was no way he was going to cook, even if it was for his Mom and Dad. We drove back to the good old US and went to Gallager's in the New York Hotel's Central Park. It is a wonderful Steak House decorated in dark woods and leather. Since it was the Christmas season, the hotel even had ice skaters in a mini Rockefeller Center out front under their

continued on next page...

the Bellagio

CAFE BELLAGIO

the Venetian

From california to europe

For the first 10 years of marriage

Paris, Arc de Triomphe

Statue of Liberty.

The next day was truly our anniversary, and we moved one block down and back across the street to get to Venice. The Venetian Hotel is the current record holder for the largest number of all-suite standard rooms on the strip. These are rooms you could really live in. They are two-level with a sunken living room area and an entry hall, a really, really big bath and a large sleeping area on the first level. A wrought iron railing and partial wall separate this from the lower level. After descending the 3 steps, you are in a larger space that includes a 6 foot sofa, arm chair, full size coffee table, desk with a printer/fax machine, dining table with 4 chairs, an entertainment cabinet and one entire wall of glass. We were on the 23rd floor. The view was of the pool area, out to Treasure Island, past the Stratosphere, past downtown (old L. V.) and at night, out into the starry desert sky. When we arrived, we were a little surprised that nothing was waiting for us. Considering the past two nights, it was strange. What happened to the "For the Past 11 Years of Marriage"? Hmmmmm…

The Venetian sends you coupons and messages via your in-room fax. We used our coupon to go see Madame Tussaud's Wax Museum. Don't miss this the next time you visit It was one of the most incredible things I've ever seen. You are face to face with what seem to be live famous people at a Hollywood cocktail party. Wolfgang Puck and his wife welcome you by offering you a glass of champagne. You can mingle with Cher, Barbara, Sean, Springer, Woopie and Eddie. Then it's on into the sport section with the likes of Arnie Palmer, The Babe, Muhammed Ali, and more. Next, you enter the studio to see how its done, all in wax, of course. Now down to the lower level for the older stars: Elvis, Debbie, Judy, Liza, Hope and Burns, Satchmo and others. It all ends with a short movie, which shows you what it takes to create these wonderful figures. The figures are so realistic that you really get uncomfortable staring in their faces.

While we were at the Venetian, we walked in St. Mark's Square, watched the Gondolas cruise the canals, and let's not forget the huge chandelier over the blackjack tables in the crowded casino. This fixture had to be over 6 feet square. Of course I shopped! All along the canals are oodles of stores and restaurants.

When we returned to our room, there was a message for us to call Dining Services. They brought up a bottle of bubbly and two crystal glasses on a silver tray (yes I looked). While we were gone, they had delivered those missing flowers. Well, this was more like a rose parade float than a bouquet. I have

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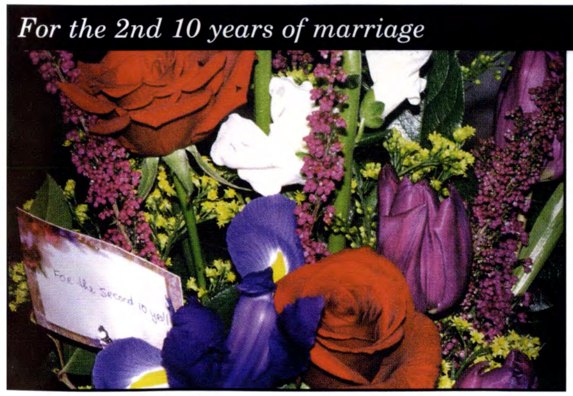
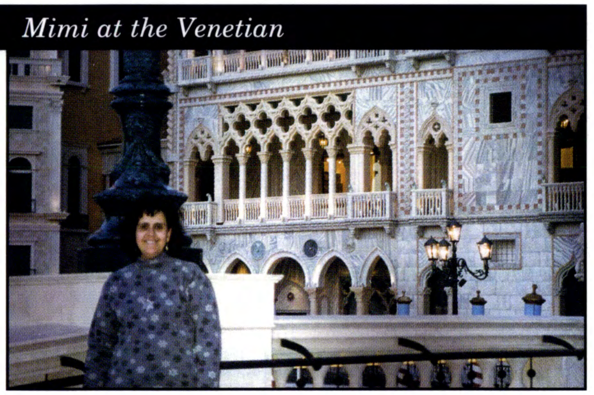
the Venetian

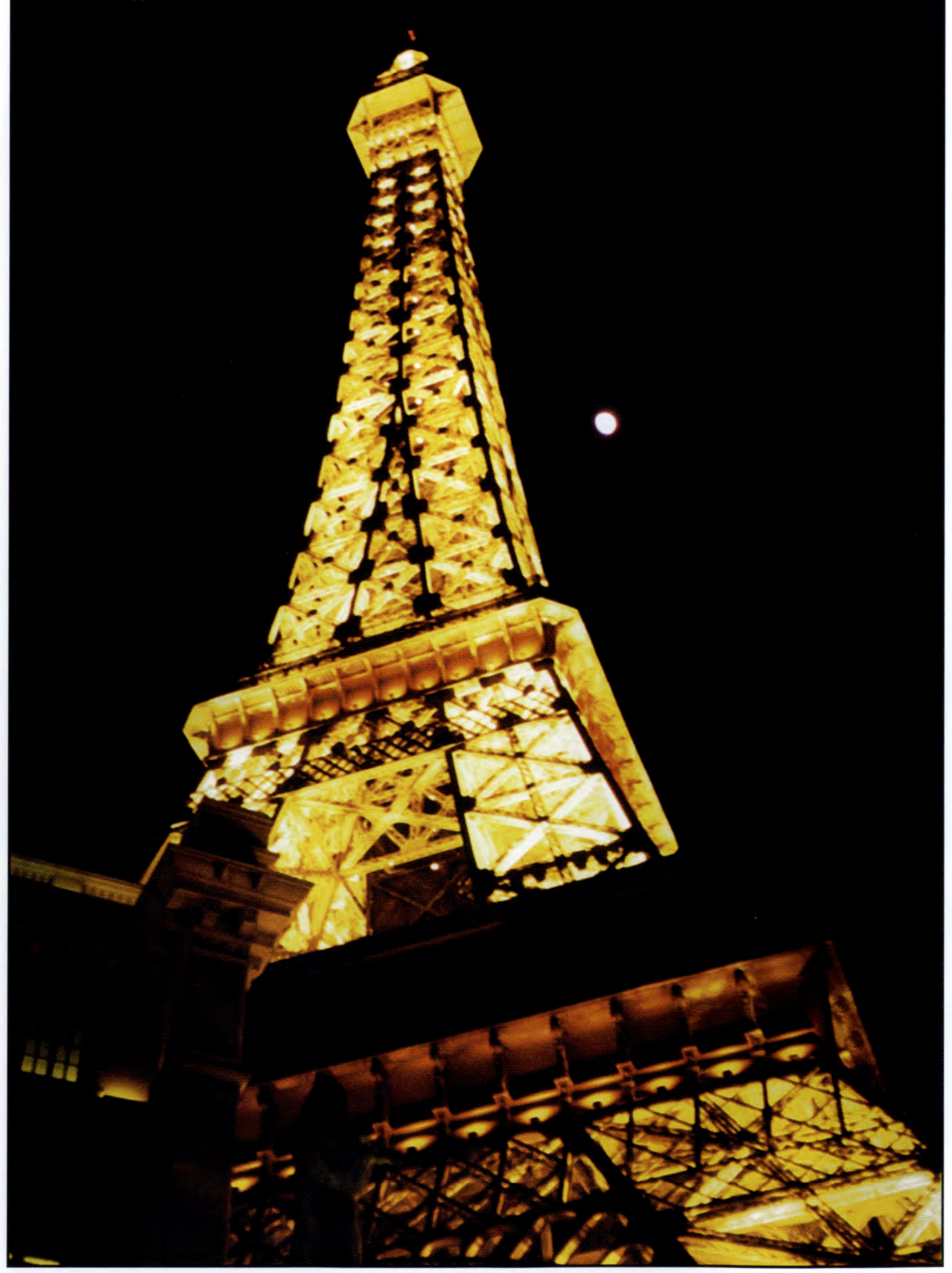


For the 2nd 10 years of marriage



Mimi at the Venetian

From california to europe



Paris, Eiffel Tower

never seen anything so huge and elegant in my life: cymbidium orchids, sugar pine, pine cones and glass bubble ornaments. It stood over 3 feet tall and 2 feet wide at the base. A large display at the base connected to a twisted willow branch with another display at its tip. These were the exact flowers I carried in my wedding bouquet, only my orchids had been white whereas these were pink. The card you wonder? "For the Rest of Your Lives", still unsigned as was the champagne. No, these were not from "Him". Not from our son, either. He doesn't have that kind of money, yet. We figured that only left our daughter. But not both the flowers and bubbly. That didn't seem right. We do have some friends that had sent us champagne on our 25th anniversary and they did keep asking us to repeat where we were staying a few times, but they would have signed the card.

Yes, as it turned out, it was our 26-year-old daughter. Where she found the money we'll never know.

Now I'm not about to leave these wonderful creations in the desert. Are you crazy? I had trekked all of the bouquets from hotel to hotel and now they had to fit in the "D". They had to share space with our luggage, purchases and Christmas gifts from our son. This could present a problem. The trunk was already filled to capacity. I filled the lock box behind the seat. I stuffed stuff behind the seats, crammed in my purse, then proceeded to try and fit in the flowers. The deck was all that was left and it already had a train case on it. I dumped out all water, got a stack of paper towels from a restroom, soaked them, wrapped the stems of the first 2 arrangements and inserted them in those free hotel laundry bags (obtained from a nice maid) and put each then back into it's vase and set the vases in boxes and carefully set them on the deck. The "float" had to be dismantled. It was just too tall. So out came the willow. With its top knot placed on damp towels in front of the other two, the main section was carefully fitted in and over willow and box. I can't say that Henry was too thrilled driving with no rear visibility at all, and orchids tickling his neck during the 4 1/2-hour drive home, but you don't argue or complain on a woman's anniversary or next time you may have to visit the "Real" thing.

As a fitting end to this wonderful trip, we came over the San Bernardino mountains into the Los Angeles basin and drove into a beautiful sunset. You really must plan on this year's Expo and see all that's new in Las Vegas. By then, the new Aladdin will be completed (June 2000 opening).

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Hank in Paris at the Arc

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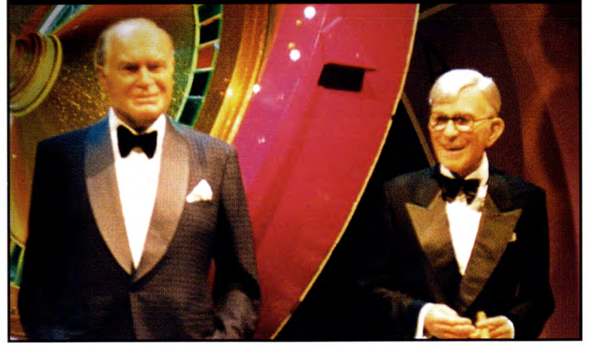

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A STORY OF SUCCESS

continued from page 11...

The groundbreaking took place on October 2, 1978—just over two months after the agreement was signed—in the Belfast suburb of Dunmurry. It was literally a "green-field" site, as in fact only some weeks earlier cows were to be seen grazing on it. The location of the 72-acre site was symbolic for the social-mission of the DeLorean project: it was between a Catholic district, Twinbrook, and a Protestant area near Lisburn Road. The dire economic problems of Northern Ireland at that time are made clear by an unemployment rate of around 20 percent for the entire province (Automotive News, May 31, 1982, p. 8), and an estimated unemployment rate among Catholics in the Dunmurry area of 40-50 percent. Interestingly, as Lamm states: "Irish newspaper reports of the time didn't dwell on the problems that would come with mixing Catholic and Protestant workers, but on the advantages of an extra 2,000-2,500 incomes that would then help develop still more jobs in these suffering districts". The future looked bright.

The construction, proudly undertaken by local Irish firms, went smoothly and without any evidence of religious tension between the workers. The modern, spacious and safe facility was completed in just two years—a truly amazing accomplishment as many auto industry experts had expected the construction to take around twice that long. The impressive efficiency of those involved in building the factory seems to have set the tone for what was probably the most successful aspect of the DeLorean project: the workers. As a story that appeared in the Belfast Telegraph around this time pointed out: "The work force was extremely enthusiastic" and John DeLorean agreed by describing his employees as "wonderful," "highly motivated," and "intelligent". Not only was there religious diversity among the factory workers, but there was also gender diversity as there were a significant number of women working on the assembly line and in other areas. By April of 1981, production cars were coming off the line and these first DeLoreans arrived in the U.S. (initially the car's only market) that June to an anxious public eager for a look at "the car of the future".

The DeLorean was very novel in some areas, but conventional in others. It was an elegant, rear-engined two-seater that had the distinction of being not only the first production car ever built using stainless steel body panels but was also one of only a handful of production cars to feature gull-wing (overhead opening) side doors. The unpainted, brushed stainless steel body panels gave the DeLorean a unique look and also contributed to the car's durability, because, of course, stainless steel is impervious to corrosion. While the DeLorean had a breathtakingly futuristic appearance, under the skin it was surprisingly conventional. To minimize the length of time and the cost of getting the car into production DMC sourced virtually all of the components for the car from outside suppliers, including the off-the-shelf French-built V-6 engine that had already seen use in various Peugeots, Renaults, and Volvos.

The early-production cars frequently had problems with fit and finish and other assembly and quality problems. To address these issues, DMC established two "Quality Assurance Centers" in the U.S. to fix problems before the cars were shipped to dealerships. The poor initial quality of DeLorean automobiles did not reflect a lack of effort or care on the part of the factory workers, but rather was a result of the fact that many simply had not yet developed the skills required for such precise and "high-tech" work. One must keep in mind that most of the workers had never before held a job that required such skill, nor one that provided such a good salary and working conditions. The quality of the cars did improve markedly as production continued, but unfortunately some of the early problems had already tarnished the DeLorean's reputation among the American public and press.

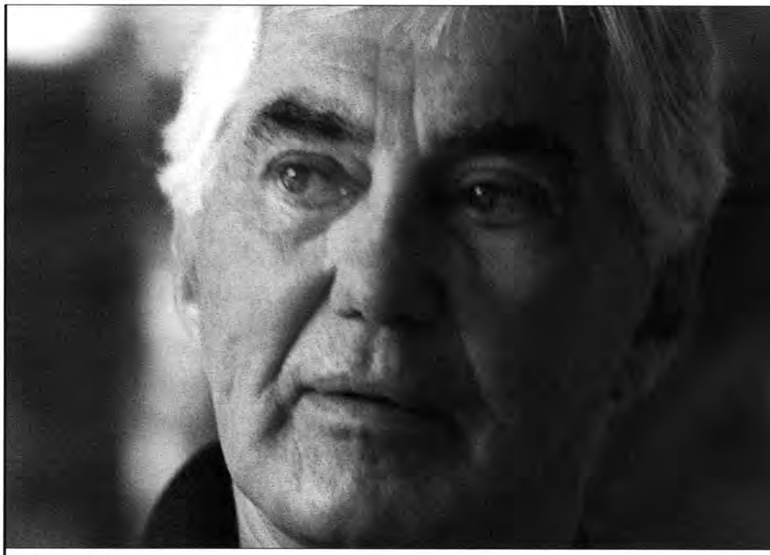
While the DeLorean was by no means perfect, the American automotive press was generally positive despite the car's minor problems, and was therefore only minimally responsible for the downturn in DeLorean sales that, in retrospect, can be seen as the beginning of the end for DMC. This sales slump began in December, 1981—

"THE MEN ARE VERY BITTER ABOUT WHAT HAS HAPPENED. THEY DON'T BLAME JOHN DELOREAN. THEY BLAME THE BRITISH GOVERNMENT."

only about six months after the first DeLoreans had arrived in the U.S. DMC was certainly not unique among the automakers selling in America in seeing its sales decline. On the contrary, the sour economy coupled with the severe winter weather in many areas of the country conspired to worsen the U.S. sales of most of the world's car companies. DMC was especially hard hit by these factors as it was attempting to sell a luxury two-passenger "image" coupe for $25,000 (a very large amount of money for any car in 1981) to people who had generally taken heed of the frigid economic climate and were spending conservatively. Essentially, it was the unfortunate timing of the DeLorean's release that killed its sales, more than any real flaws with the car itself. Just three years earlier, in 1978—the year the DeLorean project had been approved by the British government—the U.S. market for luxurious sports cars had been growing impressively.

There were two major problems facing DMC at the end of 1981. The first was that whereas other companies might see their luxury car sales decline but their economy car sales increase in times of economic hardship, DMC was dependent upon the sales success of its one and only model. Second, as a brand new company, DMC simply did not have the financial resources that the larger companies had as a "safety cushion" to help to ease the burden of recession. The reduced demand by Americans for the DeLorean led to DMC's reluctant January, 1982 decision to produce fewer cars by going to a 3-day work week, a plan which had the advantage of allowing the entire workforce of 2,600 to be retained. Unfortunately, after the British government refused a request by DeLorean for more funding, the company was forced to lay off 1,100 of its employees. Northern Ireland trade unionists held the British government responsible for the layoffs. A trade union official said: "The men are very bitter about what has happened. They don't blame John DeLorean. They blame the British government. They say if British Leyland (British Leyland was the U.K.'s nationally-owned car company at that time) needed the same cash it would get it."

The British government, after examining the company's financial condition and coming to the conclusion that things were bad, put the Belfast operation under receivership on February 19, 1982. This move was not the death knell of the company, but rather it was an opportunity for it to attempt to restructure its operations.


John DeLorean

That the British government had refused to provide more money to DMC is worth examining in light of the changes in the political climate of the United Kingdom between the time of the DeLorean project's 1978 approval and DMC's first lay offs in 1982. As mentioned above, the DeLorean deal was brought about under the Labour government of Prime Minister James Callaghan, whose term in office ended in 1979. According to Lamm: "Now Margaret Thatcher's Conservative Party was in power and they were not inclined to automatically help the American entrepreneur. Two DMC previous requests for monies had been granted by her government because, to quote The Sunday Times of London, "...officials had advised that, Concorde-like, it would cost more to cancel than go ahead." John DeLorean pointed out that after the arrival of the Conservatives, DMC "...suddenly became the prize example of the extravagance of the previous administration." That Margaret Thatcher and other Conservatives were not eager to pour more money into the DeLorean project is not terribly surprising. As advocates of more restrained governmental spending the Conservatives could not be expected to have been very supportive of a project that if successful would only appear to prove the validity of the Labour Party's philosophy of public support for private industry. This is not to imply that the Conservatives wanted to see the demise of DMC—there is no solid evidence of that—but just that DMC's livelihood was not a top priority. Obviously, major changes had taken place—beyond the control of either John DeLorean or his company—that made it considerably less likely that DMC would succeed.

Continued in the next issue...

Dyno Testing

continued from page 13

Track data were slower than this program predicts. The closest match in the modeled performance was found by decreasing horsepower and torque by 20%. Maybe the clutch was slipping?

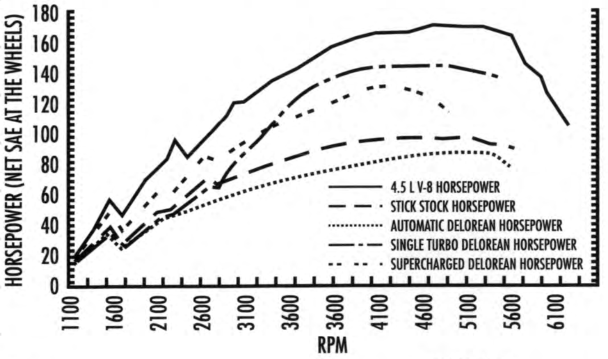
Does this mean that the *Road and Track* DeLorean was not tuned properly or does this program overestimate car performance? The estimated time for other cars seems to be accurate. The only way to really judge this would be to take a DeLorean to a drag strip and find out. This is something we are planning for Summer 2000 at Route 66 Drag Raceway. They have "test and tune" nights where any car can race. In any case, since all cars were modeled using the same software program and friction assumptions, it was felt that a fair comparison of all engines could be made with this program.

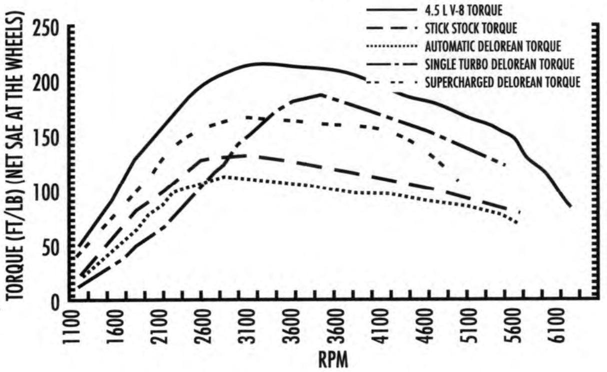
The first thing we used this program for was to calculate the torque curves for the 5 engines in the 1,000–2,700 rpm range. This torque information was then adjusted for transmission losses (See Part I) and then used to calculate horsepower curves.

We also calculated the horsepower curves in the lower rpm range. These horsepower curves are sawtoothed to reflect the affect of different transmission gear ratios. The horsepower and torque formula using gear ratio is shown in the formula below:

$$\text{HORSEPOWER} = \frac{\text{TORQUE x ENGINE RPM}}{\text{5252 x 1/TRANS GEAR RATIO}}$$

These new combined graphs showing the lower rpm range for all 5 engines are shown below.





In analyzing the above graphs, it is clear that both the supercharged and turbocharged engines produce more torque and horsepower than a stock DeLorean. What is most interesting is that if you are looking for an increase in performance for ordinary street driving, the supercharged engine appears to offer the most low end torque improvement. On the other hand, if you are looking for highway and high speed performance, the turbocharged engine offers the best performance improvement. The V-8 engine still has an advantage over either of these.

These graphs still do not tell the whole story, since performance is greatly affected by the transmission gear ratios and rear end ratio. Exactly what do these engine improvements do in terms of real time performance? Exactly, how much faster do these cars accelerate? With this detail of information, one can decide on the level of performance desired and whether the cost of upgrading is worthwhile.

In order to estimate the difference in performance for these different engine setups, the horsepower and torque data, as well as other required information was entered into the Car Test 2000 program. The following table shows the calculated values for various performance times for the various engines. They are also graphed later in this article.

	Stock Stick	Stock Automatic	Supercharged Stick	Supercharged Automatic	Turbo Stick	V-8 Automatic
TIME TO SPEED (Seconds)						
0-30 mph	2.80	2.37	2.22	2.20	2.35	1.60
0-40 mph	4.14	3.81	4.04	3.36	4.01	2.52
0-50 mph	6.64	5.67	5.48	4.97	5.29	3.67
0-60 mph	8.83	8.74	8.06	7.48	6.89	5.74
0-70 mph	12.43	11.79	10.34	9.90	9.51	7.56
0-80 mph	15.99	15.67	13.15	13.56	11.86	9.69
0-90 mph	20.63	21.59	17.53	17.39	15.60	12.43
0-100 mph	28.33	28.74	22.26	22.3	19.35	16.53
Top speed	121	121	129	123	135	136
TIME TO DISTANCE (Seconds)						
0-100 ft	3.45	3.27	3.10	3.11	3.27	2.72
0-500 ft	9.10	8.75	8.52	8.39	8.49	7.54
0-1320 ft (1/4 mile)	16.9	16.52	15.9	15.77	15.55	14.25

The results from this program are interesting from both the perspective of both the stock cars as well as the modified cars. The most surprising result was that the automatic cars are supposed to be faster than the 5 speed stick cars. This result would be true if the engine produced a lot of torque at lower engine speeds. I also know that my stock DeLorean that was converted from a 5 speed stick to an automatic, now seems to feel stronger. I have never taken it to the drag strip to find out for sure. I do know that shifting gears when racing takes much longer with a stick transmission than with an automatic transmission. Virtually all drag strip racers have used automatic transmission for the past 20 years. That's something to say for those rare automatic DeLoreans!

When looking at the modified cars, another surprising result was found. The results for the turbocharged and supercharged cars were a lot closer at low speeds than was expected. In large part, this was due to the fact that the turbocharged engine produced more torque above 3,100 rpm than the supercharged engine. In first gear, the engine reaches this rpm very quickly, hence, the turbocharged car appears to overtake the supercharged engine after 30 mph. This is not to say that a supercharged DeLorean is not a good idea. Clearly, supercharged engines can outperform turbocharged engines at lower rpms.

There seems to be two problems in this case. The first is that the supercharger may not be large enough for this engine. This conclusion is based on apparent air flow restriction from the supercharger as early as 4,600 rpm. This causes decreasing horsepower, while the turbocharged engine is still increasing in power. The second problem is that a stick transmission cannot take advantage of lots of torque as easily as an automatic transmission. In order to test this transmission theory, another DeLorean was modeled with the supercharged engine and an automatic transmission. This additional data is shown in the above table. As can be seen with the automatic transmission, the supercharged DeLorean now beats out the turbocharged DeLorean below 60 mph. This is exactly what one would expect from a supercharged engine.

Finally, the Car Test 2000 program predicts that the V-8 engine will have the best performance overall.

THE OTHER ENGINES

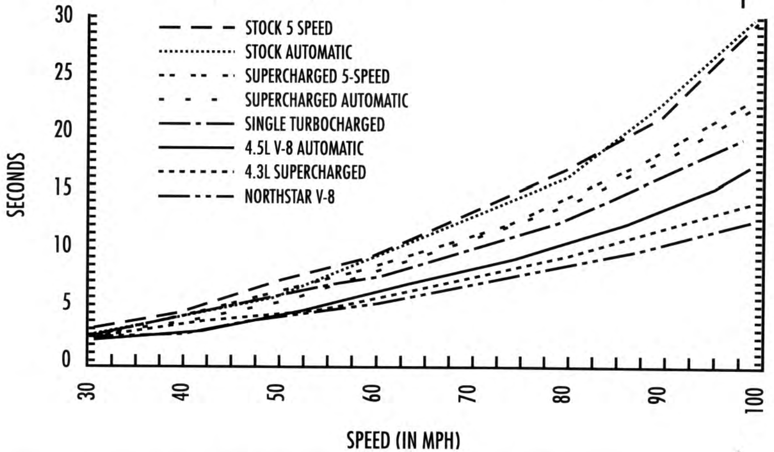
There are two other engine upgrades that we did not have the opportunity to dyno test. These two engines are a supercharged 4.3 liter V-6 Chevy engine and a 300 HP Northstar Cadillac engine (Durango Motor Conversions). However, we decided to add these engines to our comparison study using the software program. Fortunately, the Car test 2000 program already had information on the Northstar engine (actual dyno data not modeled). For the supercharged 4.3 Chevy engine, we estimated the torque and horsepower based on information from the owner. The performance results of DeLoreans with these other engine upgrades are shown in the table below.

	4.3 L Supercharged	3.9 L Northstar	V-8 Automatic
(Net at flywheel)	250 HP	295 HP	197 HP
TIME TO SPEED (Seconds)			
0-30 mph	1.81	1.81	2.20
0-40 mph	3.13	2.38	3.36
0-50 mph	4.04	3.88	4.97
0-60 mph	5.11	4.84	7.48
0-70 mph	7.16	6.68	9.90
0-80 mph	8.57	8.20	13.56
0-90 mph	11.27	9.84	17.39
0-100 mph	13.50	11.88	22.30
Top speed	150	162	136

	4.3 L Supercharged	3.9 L Northstar	V-8 Automatic
(Net at flywheel)	250 HP	295 HP	197 HP
TIME TO DISTANCE (Seconds)			
0-100 ft	2.87	2.85	2.72
0-500 ft	7.62	7.43	7.54
0-1320 ft (1/4 mile)	13.93	13.51	14.25

The results of this Car Test 2000 modeling shows that the DeLorean can become a serious high performance car. A car that can do the quarter mile in the 13 second range ranks with the top performing stock cars of all time!!!

A different way to look at all this performance data is a time to speed graph showing all of the cars with the different engines. As can be seen in the graph below, each engine results in increased speed at the same elapsed time.



In looking at all these engine upgrades which one is the best choice? The answer to this question depends on what you like to do with your car and how much money you want to spend.

If you are interested in high performance and are willing to spend in the range of $10,000 -$20,000, these would be my choices. For maximum performance, the Northstar V-8 is clearly the choice. If you like an impressive looking engine, the supercharged 4.3 L Chevy V-6 would be best. The last high performance option would be the Rover V-8. This option offers the most variety to those who like to tinker with an engine. It would also be the most likely engine for the European market, especially with all the high performance equipment available for it in Europe.

If you are interested in a moderate performance increase and are willing to spend around $5,000. then either the supercharger or turbocharger should be considered. If you do mostly low speed driving, then the supercharger would be the way to go. It also has much less overheating problems than the turbocharged engines.

All of this may seem like a lot of money. However, if you try to buy a modern sports car with this level of performance, you will spend just as much money including the cost of your DeLorean. It really comes down to the question of what one enjoys driving. The old saying is still true — the difference between men and boys is the price of their toys.

SOURCES

Durango Motor Conversions
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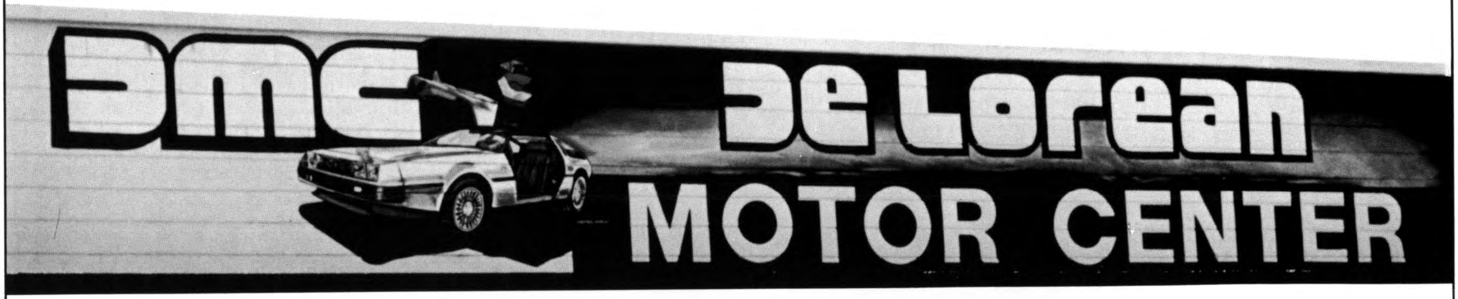

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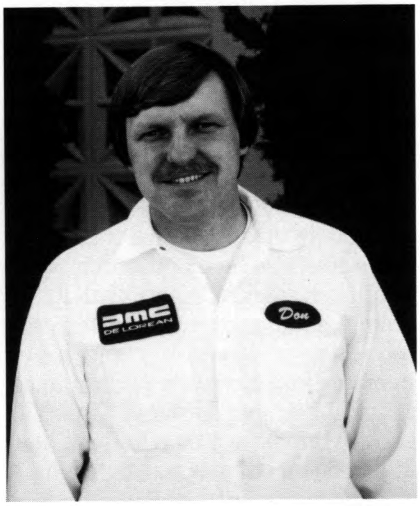

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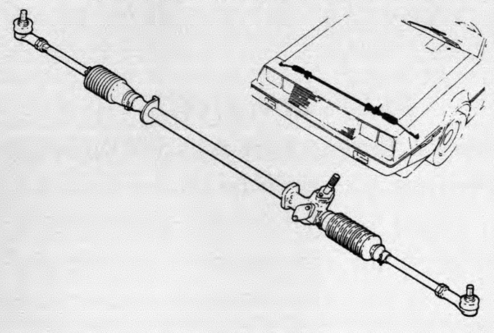

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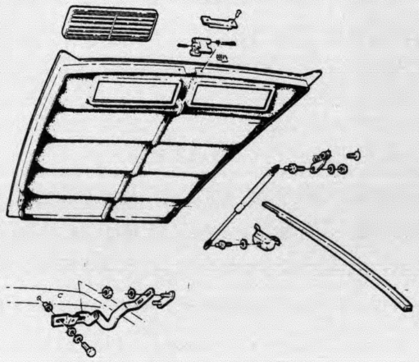

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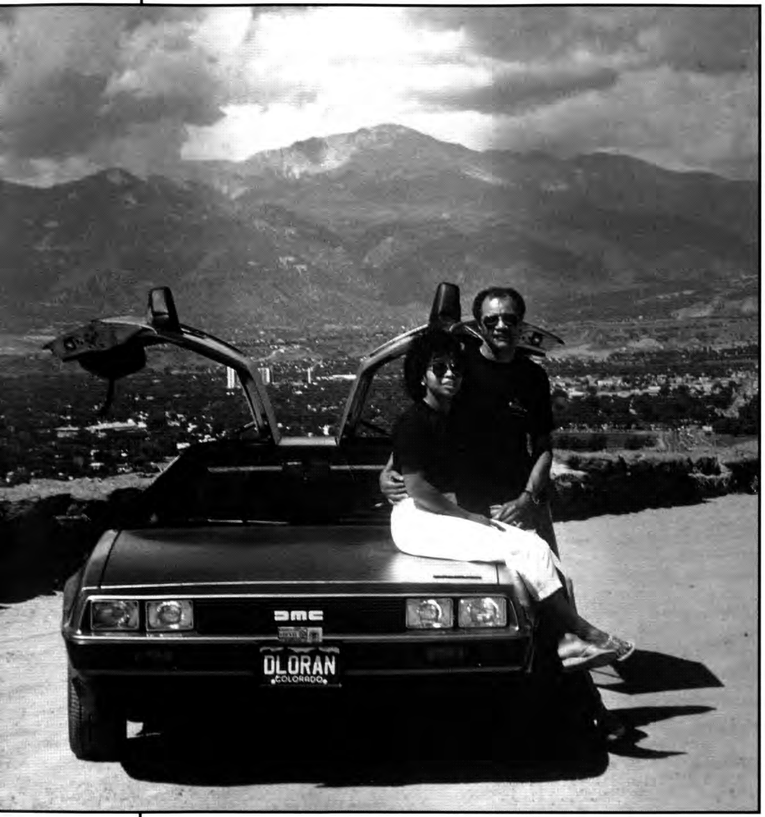
COLORADO

By Loran Smith
Colorado Springs, CO



IN THE BEGINNING...

I got hooked on sports cars over thirty years ago. It was in 1962 while I was assigned to Otis AFB in Massachusetts (on Cape Cod). Being a jock in the United States Air Force (playing basketball, volleyball, handball, badminton), I was in the base gym quite often. One of the gym personnel had a 1962 Corvette. He would say to me, "You would really look good in a Corvette". Then, one day, he let me drive it and I was hooked. Four years later, I purchased my first sports car, a 1966 Malano Maroon Corvette convertible (I also had the hard top with the car).

In the summer of 1969, I got reassigned to Kadena, Okinawa. But, my sponsor advised me not to bring the Vette to the island because the top speed limit was only 30 miles per hour.

Prior to me leaving Okinawa in 1972, I purchased a new Datsun 240Z which I had shipped to California. My next assignment was Pease AFB, Portsmouth, NH, and it was great driving the Z car cross-country from California to New Hampshire.

Then, in 1975, the gull wing Bricklin became the apple of my eye. So, I ordered one from a local dealer but, when it came in, I had a problem fitting my six foot two inch frame into it. When the door was closed, it hit me on the top of the head, and I couldn't see the instrument panel. So I purchased a 1975 Datsun 260 Z car 2+2. Along came 1977 and I found myself reassigned to Peterson AFB, Colorado Springs, CO. Then in 1979, I purchased a 1979 Datsun 280 Z car 2+2.

I retired from the Air Force on November 30, 1980, after 29 years of service to my country. Then in 1983, I got my first look at a DeLorean at a dealer in Colorado Springs. Here again, I had a little trouble with the closing of the gull wing door. Even with the seat all the way back, the door (when closed) would hit me on the head. When I got out of the car, I'd even hit my head on the gull wing door. I was not told to duck when getting out. Therefore, I dismissed the purchase of the DeLorean. However, it was just too beautiful. I knew I had to figure out a way to fit into it. During that same time, I was enrolled in the Master of Business Degree program at Webster University (out of St. Louis, MO). One of the courses I was taking was Business Law.

In 1984, I decided to purchase a 1982 DeLorean. I discovered I could fit into the car by moving the seat all the way back and also moving the back of the seat back as far as it would go. This enabled me to close the door and my head would then fit into the grooved portion of the head liner. But, when I went to pick up the car, the dealer did not want to give me a 2 year warranty. So, the dealer and I had a problem. My Business Law professor told me I could either get my money returned and the dealer would get the car back and we both would be whole or we could go to court to settle the matter. The professor asked me what I wanted to do. I told him I wanted the car. So we wrote a letter to the dealer explaining we would go to court. The dealer agreed to honor the 2 year warranty. Case Closed.

I have had my DeLorean ever since 1984. It has 18,000 miles on it and it is a fun car to drive. I have three sons - one 44, another 17 and the youngest is 7. The two oldest have asked me who will get the DeLorean when I leave this world. And now, my 7 year old is asking the same question. I told him, the car is in the estate and cannot be sold unless they become destitute. My 7 year old asked, "What is destitute, daddy?" I smiled at him and said, "In the beginning..."

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Classified advertising is available to DeLorean Owners Association members only. **The rate is 40¢ per word and you must pay in advance for at least 4 insertions of the same ad.**

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BONUS: FREE WEBSITE ADS

When you run a classified ad in DeLorean world, we will also run it on the "classified" page of our website. Send typewritten copy, a clear photo and your membership number to *James Hales, 2651 Altamira Dr., West Covina, CA 91792. For questions: Phone/Fax (626) 965-5190 or e-mail advertising@delorean-owners.org*

DELOREANS FOR SALE

1981 DeLorean vin# 3297, Grey interior, 5-speed, auto, air, 18,000 miles. Good condition, garaged, all manuals $17,000. East Hartford, CT 860/528-1562

DeLorean 1982 – with rare 1981 hood and front license plate waiver. All original, with updates. 5 Spd., grey interior. Maintenance records, spare parts, manuals, garaged, (not stored), turn key, ready to go. Mint condition. $19,500. Brad Gislason – 360/378-4860.

1981 DeLorean Excellent original condition. Automatic, Grey interior, 22,321 total miles. Driven regularly $17,500. Located Okla. 800/ 749-3276

1981 DeLorean Vin. # 6359 Grey interior- manual transmission. Original owner, 962 original miles, completely original. Just clean for Concours. $26,500 (located near Toronto, Ont. Canada) Phone/FAX 905/841-0106 or Lichty@better.net

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1982 DeLorean - Beautiful, 21,000 mile automatic. Grey leather, Collector owned, Excellent condition. Appraised by PJ Grady for $22,000.00, Price $19,500.00. 203/389-1013 or E-mail - rpatry@optonline.net

1981 DeLorean, Perfect Stainless Steel, 31k, automatic, CD, garaged, all updates, blk int., gull wing doors open by remote control with keyless entry, service, parts and technical manuals, details and pictures see www.delorean1981.homepage.com $18,900, call 256-350-3184

1981 DeLorean - Turbo; 5spd; 31,000 miles; Professionally upgraded maintained; 150 / 240 km speedometer; cover, parts, posters, memorabilia, luggage rack (in box) $19,990. Delivered. Michigan (Duty Paid) Tel: 519-434-1666 FAX 519-434-7071. Performs & looks beautiful!

1981 DeLorean 5000 miles, 5-speed, always garaged, mint condition $22,500. 402/436-3111

1981 DeLorean, Vin # 2888, automatic, 49,000 miles, black interior, $15,000. La Mirada, Calif. 714-521-0865 or wads96@juno.com

1982 DeLorean - 5 speed; Vin # SCEDYT26T4CD010345. Original owner, 20,000 miles, always garaged. All service records. Looks great. Gray interior. Phone: 310/374-8090 or e-mail MISCMOMS@aol.com Price $22,500.00

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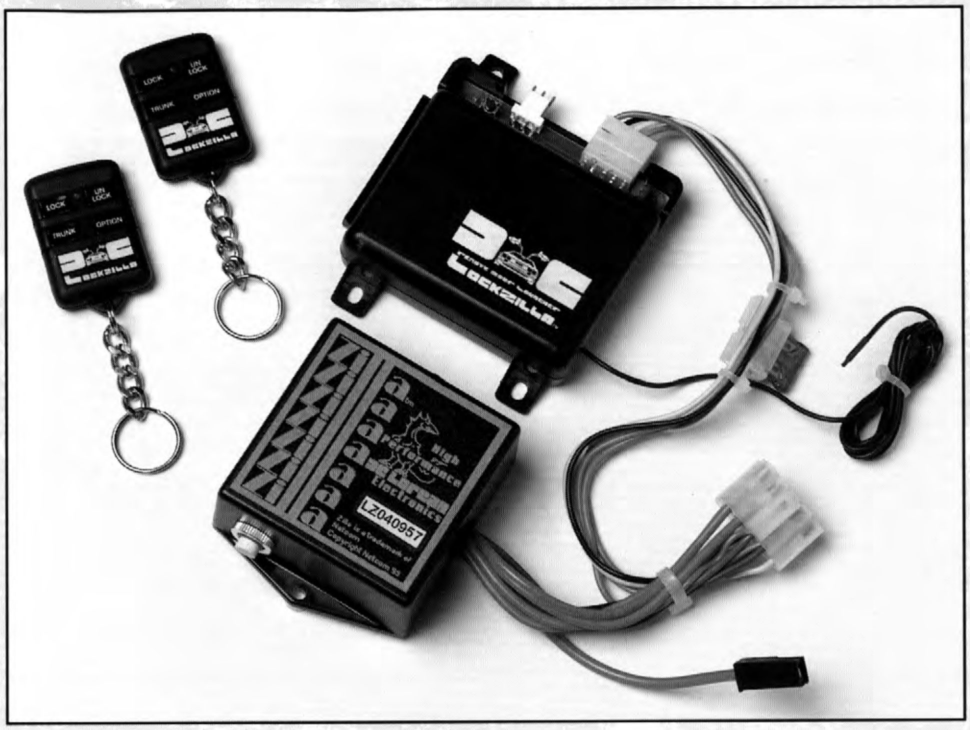
Volume 17, No. 3 .... July 1, 2000
Volume 17, No. 4 .... October 1, 2000

Lockzilla Remote Power Lock System



Lock and unlock your DeLorean with the push of a button just like most new cars. Before Lockzilla a remote locking system would be a very risky option. The original module can occasionally jamb the locks which will damage the solenoids and drain the battery. Because of this tendency to jamb if you add a remote receiver to the stock module you won't know for sure that your car is locked. The Lockzilla control module has proven its reliability with hundreds of satisfied owners and is now prewired to plug directly into your existing harness.

Our new Lockzilla remote receiver is modified for DeLorean use and plugs directly into our latest control module for instant remote operation. The key transmitter has extra buttons for additional options such as auto trunk release and door opening. Call for more information on these options.

110421G	Lockzilla Door Control Module Protects solenoids and allows safe and easy installation of remote receiver. Now with complete plug in harness.	**$219.50**
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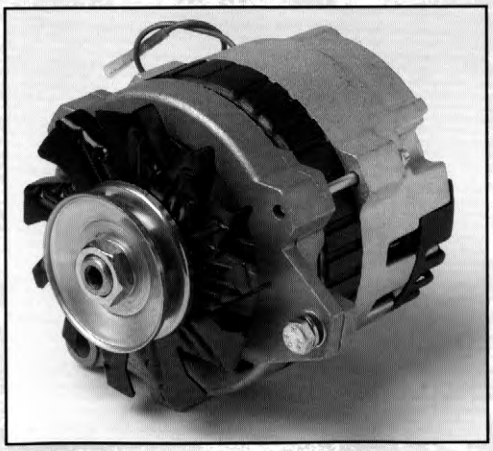

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DeLoreanWorld

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MISSION STATEMENT FOR THE DELOREAN OWNERS ASSOCIATION

The mission of the DeLorean Owners Association is to support the DeLorean automobile. This support will take the form of continually striving to maintain an image of quality design and manufacture for the marque. This support will be conveyed in all printed and electronic media, by the Association's Directors, and at the events it conducts.

NOTICE!!!!

The Association is offering $100 to the author of a "DeLorean Getaways" article. A one year Association membership is offered for any other feature-length article that is published.

Please send all DeLorean World articles and photographs directly to the editor:

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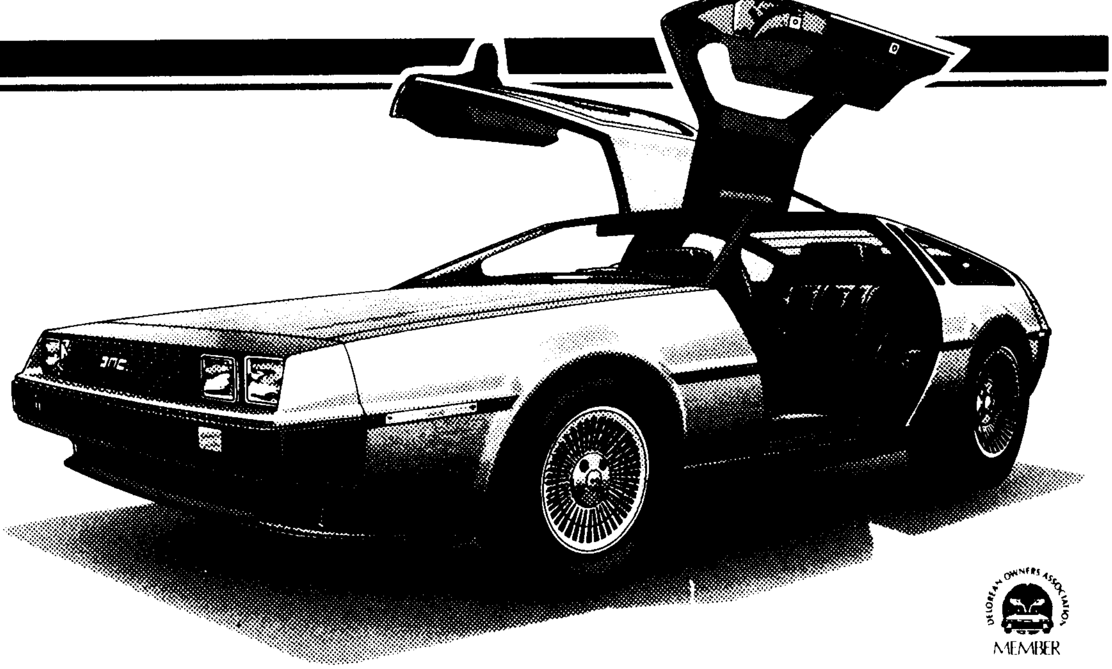

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